

CLAIM AMENDMENTS

1. (Currently Amended) Method for producing an automotive vehicle door (1),
~~which has comprising~~ a supporting frame (11) provided with an opening (2), said supporting
frame being connected movably to a body structure of the vehicle, the opening being sealed
in an essentially moisture-proof manner by moulding with a curable material whilst forming a
supporting plate (10) for receiving elements, such as window winders, loudspeakers (3) or the
like, at least one guide rail for guiding a window pane (9), which is displaceable relative to
the supporting frame, being provided in the supporting plate (Fig. 2e) in order to receive a
lateral edge of the window pane.

2. (Currently Amended) Method for producing an automotive vehicle door (1),
~~which has comprising~~ a supporting frame (11) provided with an opening (2), said supporting
frame being connected movably to a body structure of the vehicle, ~~characterised in that~~
wherein the opening is sealed at least in regions by moulding with a curable material whilst
forming a supporting plate (10) for receiving elements, such as window winders,
loudspeakers (3) or the like.

3. (Currently Amended) Method according to ~~one of the preceding patent claims~~
claim 1, ~~characterised in that~~ wherein the moulding takes place by injection of a
thermoplastic or thermoset plastic material (4).

4. (Currently Amended) Method according to ~~one of the preceding claims~~ claim
1, ~~characterised in that~~ wherein the curable material is PPLGF (4).

5. (Currently Amended) Method according to claim 1 or 2, ~~characterised in that~~
wherein the moulding takes place by foaming with a multi-component foaming agent
material.

6. (Currently Amended) Method according to ~~one of the preceding claims~~ claim
1, ~~characterised in that~~ wherein the supporting frame is inserted in an injection moulding or
foaming tool in order to produce the supporting plate.

7. (Currently Amended) Method according to ~~one of the preceding claims~~ claim 1, characterised in that wherein an outer edge of the opening has a circumferential web (5) for form-fitting and integral connection of the supporting plate to the supporting frame.

8. (Currently Amended) Method according to ~~one of the preceding claims~~ claim 1, characterised in that wherein the opening is completely sealed in order to produce a liquid-proof supporting plate.

9. (Currently Amended) Method according to ~~one of the preceding claims~~ claim 1, characterised in that wherein, after moulding the supporting plate, there is mounted detachably or non-detachably on the side orientated towards the vehicle interior, an interior lining (6) and/or, on the side of the supporting plate pointing towards the vehicle exterior, an external panelling (7).

10. (Currently Amended) Method according to ~~one of the preceding claims~~ claim 1, characterised in that wherein the supporting frame (8a, 8b) is cast or produced in a shaping method.

11. (Currently Amended) Method according to ~~one of the preceding claims~~ claim 1, characterised in that wherein the frame is one part or multi-part.

12. (Currently Amended) Method according to ~~one of the preceding claims~~ claim 1, characterised in that wherein merely one opening is provided in the supporting frame which is sealed by the supporting plate.

13. (Currently Amended) Method according to claim 12, characterised in that wherein the surface area of the opening, in a ratio to the surface area of the surface area enclosed by the outer contour of the supporting frame, is more than 0.4, preferably more than 0.5.

14. (Currently Amended) Vehicle door produced according to ~~one of the claims~~ 1 to 11 claim 1.

15. (Currently Amended) Vehicle door (1), which has comprising a supporting frame (2) provided with a central opening, said supporting frame being connected movably to a body structure of the vehicle, characterised in that wherein the opening is sealed in a moisture-proof manner by a supporting plate for receiving elements, such as window winders, loudspeakers (3) or the like, at least one guide rail for guiding a window pane (9), which is displaceable relative to the supporting frame, by receiving a lateral edge of the window pane, is provided in the supporting plate (Fig. 2e).

16. (New) Vehicle door produced according to claim 2.

17. (New) Method according to claim 2, wherein the moulding takes place by injection of a thermoplastic or thermoset plastic material.

18. (New) Method according to claim 2, wherein the curable material is PPLGF.

19. (New) Method according to claim 2, wherein the moulding takes place by foaming with a multi-component foaming agent material.

20. (New) Method according to claim 2, wherein the supporting frame is inserted in an injection moulding or foaming tool in order to produce the supporting plate.

21. (New) Method according to claim 2, wherein an outer edge of the opening has a circumferential web for form-fitting and integral connection of the supporting plate to the supporting frame.

22. (New) Method according to claim 2, wherein the opening is completely sealed in order to produce a liquid-proof supporting plate.

23. (New) Method according to claim 2, wherein, after moulding the supporting plate, there is mounted detachably or non-detachably on the side orientated towards the vehicle interior, an interior lining and/or, on the side of the supporting plate pointing towards the vehicle exterior, an external panelling.

24. (New) Method according to claim 2, wherein the supporting frame is cast or produced in a shaping method.

25. (New) Method according to claim 2, wherein the frame is one part or multi-part.

26. (New) Method according to claim 2, wherein merely one opening is provided in the supporting frame which is sealed by the supporting plate.

27. (New) Method according to claim 26, wherein the surface area of the opening, in a ratio to the surface area of the surface area enclosed by the outer contour of the supporting frame, is more than 0.4, preferably more than 0.5.